

THE WILMINGTON JOURNAL

WILMINGTON, N. C.
SATURDAY, MAY 21, 1870.

Death of Hon. John H. Bryan.

From the Raleigh *Sentinel* we learn that Hon. John H. Bryan, one of North Carolina's most distinguished sons, died at his residence in that city, on Thursday, at 1 o'clock.

Mr. Bryan was born in Newbern, in 1799, and, consequently, was in the 72d year of his age. He was a graduate of Chapel Hill, was a lawyer by profession, and had represented his county in the State Legislature and the State in the United States Congress. After serving two terms in the latter he voluntarily relinquished public life and retired to the practice of his profession, to which he seems to have been ardently devoted. He was married in early life to a daughter of Wm. Shephard, and is survived by eleven of thirteen children.

Look Sharp.

Among the corporations of the Southern Pacific Railroad bill just introduced into Congress, we notice the name of "John W. Forney, of North Carolina." We knew that Forney had purchased some land in Western North Carolina but did not know he claimed to be a citizen of the State. Radical aspirants for the Senatorial seat as successor to General Abbott had better have a care. This constructive citizenship of the "Dead Duck" means business. Forney has figured too long as a lobbyist at Harrisburg and Washington to be a competitor to be despised. Look sharp, Governor.

Removing the Capital.

A call has been published for a national convention to assemble in Cincinnati in October next, "to consider the question of the removal of the capital, and to take such action thereon as shall be deemed wise and proper." The call is signed by the Executive Committee of the National Convention which assembled at St. Louis in the month of October last, and is expressed in terms that suggest a pleasing confidence in the ultimate success of the movement. The convention, according to the plan proposed, will consist of rather more than a thousand members, which is not assuring for the harmony of its proceedings, for if in a multitude of counselors there is wisdom, large deliberative bodies are apt to be divided. This is the more to be apprehended in the case of the Capital Convention, inasmuch as there are perhaps one hundred geographical centres of the United States in rivalry for the new site. The determination of the exact central spot will prove as perplexing a problem as the quadrature of a circle, and probably take up as long a time.

New Pacific Railroad.

On Tuesday, in the Senate, the Committee on Pacific Railroads unanimously reported in favor of Mr. Kellogg's bill, with amendments, for a new Pacific Railroad. The eastern terminus of this road is to be at or near Marshall, Texas, thence to El Paso, along the line of the 32d parallel, and from thence to San Diego, California. It is to be called the Texas Pacific Railroad; it is to have a capital stock of one million shares, of one hundred dollars each, and the incorporators are required to choose directors within three months after twenty thousand shares shall have been subscribed. Connections are authorized with the New Orleans, Baton Rouge and Vicksburg, the North Louisiana and Texas, roads